THE EXCELLENCE OF SYRUP OF FIGS

is due not only to the originality and simplicity of the combination, but also to the care and skill with which it is manufactured by scientific processes known to the California Fig Syrup (a only, and we wish to impress upon all the importance of purchasing the true and original remedy. As the genuine Syrup of Figs is manufactured by the California Fig Syrup Co. only, a knowledge of that fact will assist one in avoiding the worthless mitations manufactured by other par-The high standing of the CALI-FORMA FIG STRUP Co. with the medical profession, and the satisfaction which the genuine Syrup of Figs has given to millions of families, makes the name of the Company a guaranty of the excellence of its remedy. It is far in advance of all other laxatives. as it acts on the kidneys, liver and bowels without irritating or weakening them, and it does not gripe nor passente. In order to get its beneficial effects, please remember the name of the Company -

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MME. LE CLAIR'S FRENCH REMEDY

Never Falls. ENDORSED BY THOUSANDS.

cent stamps brings trial package and most skeptical of their wonderful prop-s LECLAR PILL CO. U. S. Agents, N. R. r mail with trial package. Send 4 cts.

For sale in Richmond by POLK MIL-LER DRUG COMPANY. my 11-W, F&Su&tTu, Th&Sa3taw&alt,nr

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Tooth Powder AM ELEGANT TOILET LUXURY.

Used by people of refinement for over a quarter of a century. Ja o-Thuazt-n r



Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Furely Vegetable.

Small Pill. Sma! Small Price.

Substitution

the fraud of the day.

See you get Carter's.

Ask for Carter's. Insist and demand

Carter's Little Liver Pills.

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1110 East Main Street, RICHMOND, VA.

[00 9-Th,SaxTal3t] W. G. PILKINTON, ATTORNEY AT LAW, PILKINTON POST-OFFICE, POWHATAN COUNTY, VA.

Attend all county courts in Southside

COURT ORDERS.

VIRGINIA: IN THE CIRCUIT COURT OF THE COUNTY OF HENRICO, THE ETH DAY OF OCTOBER, 1898. J. B. Shelton, who sues, &c......Plaintiff, Lewis Ginter's Exor's, et als. Defendants

wis Ginter's Exor's, et als. Defendants. In Chancery.
The object of the above-styled suit is a have the Court to construe Codicil No. In the Court of the Cour

TO DIKE THE JAMES.

COL. CUTSHAW EXPLAINS HIS PLANS FOR DEEPENING THE CHANNEL.

Officers of the William R. Trigg Ship-Building Company Go Down the River as Guests of the Commit-

tee-To Visit Washington.

The Committee on James-River Improvement of the City Council made another of its trips down the river yesterday afternoon on the city tug Thomas Cunningham, Sr., and had as their guests the officers of the William R. Trigg Ship-Building Company. The trip was in every way a most beneficial one, and at the same time it was fraught with much pleasure for those so fortunate as to be in the party.

Colonel W. E. Cutshaw, the City Engineer, was on hand, and entertained the members of the committee and their guests with an explanation of what is proposed to be done in the way of deepening the harbor of the James. He had a blue print of a drawing made in his office, showing the proposed improvements, and this he explained in detail to the edification of his listeners.

DIKE THE RIVER.

The boat was first headed up stream nd ran up as high as the lower gates of. the old James river and Kanawha canal, and from that point Colonel Cutshaw pointed out the line to be followed by the mprovements. It is proposed to dike the iver with piles filled in with stone on ther side, so as to narrow the channel and force the water to flow faster, and thereby wash out the bed of the river. The dike on the north side is to be contructed from the point of land at the ower gates of the canal westward to a point immediately in rear of Warner Moore's plant, near Mayo's Bridge. The tike on the south side is to start lower down, and run up to a point opposite the lower end of Mayo's bridge.

This Colonel Cutshaw says will give a formal depth of eight feet, which can at very little cost be increased to sixteen. thinks, too, that if the city will take the initiative and construct these dikes, the United States Government can be very sily induced to spend a large sum in epening the channel here. He has figured extensively on the subject, and says that the expenditure of a million of doilars will so deepen the channel of the James that a ship as large as the battleship Oregon can easily be floated here, DOWN THE STREAM.

Colonel Cutshaw was given absorbing attention by the gentlemen present, and his claims that the James can be made navigable for vessels of large draught was a great surprise to all, and impressed them very visibly. After the matter had been fully discussed the tug was turned 'round and the party was given a trip down the river as far as Chatsworth Farm. The committee had made ample preparation for the entertainment of its guests and a delightful dinner, with an abundance of liquids to wash it down, was served on board.

The committee held a short session during the trip and transacted considerable business. The monthly report of the captain of the city tug was received. It showed the operations of the department for the past month, and set forth that 3,200 cubic yards of river bottom had been dredged and three large rocks had been dredged and three large rocks had been removed from the channel. Bills and pay-rolls, amounting to \$815.23, were ordered to be paid, and a financial exhibit show-ing that the department had expended \$7,317.29 of its annual appropriation of

\$9,000 was read. COMMITTEE TO GO TO WASHINGTON. The remarks of Colonel Cutshaw were ensidered by the committee, and on notion of Mr. Crenshaw a sub-committee of four was appointed to go to Washing-ton in the near future and endeavor to run. It was on these concessions that have the appropriation for the improve-ment of James river, from the head of navigation down, increased. This com-Crenshaw, Ellyson, and Mosby, and these gentlemen will be accompanied to the national capital by Colonel Cutshaw.

The boat reached her wharf in this city

ere the committee adjourned, and the tug was soon deserted, though all had spent was soon deserted, though all had spent a most enjoyable afternoon. Those who went on the trip were Messrs. W. E. Trigg, E. T. D. Myers, Jr., Lilburn T. Myers, William C. Preston, F. B. Isaacs, Robert S. Bosher, John A. Curtis, Strother Smith, J. E. McDonald, Coles Collier of New York, J. A. Nelson of Wash ington, Thomas Starke, J. T. Vaughan, J. Jordan Leake, Colonel W. E. Cutshaw, G. C. Ruskell, A. H. McDowell, and Com-mitteemen William H. Curtis, W. H. Allishaw, P. H. Donahoe, H. Theodore Ellyson, Edgar Fergusson, T. A. Harrelson, John F. Mayer, T. F. McCarthy, and N. T. Mosby.

U. S. Circuit Court of Appeals. The United States Circuit Court of Ap-

peals convened yesterday morning at 10 with Judges Goff and Waddill No. 278. W. H. Hodges and E. B. Mc-

Keehan, administrators of Samuel L. Lusk, deceased, plaintiff in error, vs. F. J. Kimball and Henry Fink, receivers of the Norfolk and Western Railroad Company, defendants in error. In error to the Circuit Court of the United States for Western District of Virginia, at bingdon. Cause argued by Robert Bur-

row for plaintiff in error, and R. M. Page and J. T. Hurt for defendants in error. The case of Lida H. Johnson, the Southern Building and Loan Association southern Building and Loan Association et al., appellants, vs. J. R. Miller, J. K. Warden, et al., appellees, appeal from Circuit Court, Western District of Virginia, at Abingdon, will be the first case in call for argument to-day.

The following attorneys were admitted to practice in this court: Robert Burrow, of Johnson City, Tenn., and H. L. Larew, of Newbern, Va.

## A New Y Formed.

A Young Woman's Christian Temperance Union was organized at the home of Mrs. Henry Schmertz, 1816 east Main street, Monday, October 31st. by Mrs. A. E. Walt, the county president. Mrs. New-ton, the State organizer, was present and gave a short talk and some good advice concerning the work. The officers chosen are: President, Mrs. H. Schmertz; Vice-President-Misses Kate Longsworth, Gertie Butler, and Lillie Stutz; Corresponding Secretary, Miss Mary Taylor; Recording Secretary, Miss Maggle B. Taylor; Treasurer, Miss Emma Meade. The name selected was Mary Newton. The meetings will be held Thursday night of each week

t the place of organization.
Mrs. Newton left Richmond for Ashland to-day to meet the union organized by her at that place last week. She will re-turn here to-morrow, and on Thursday go to Crewe, where she has an appoint-ment to speak on Thursday night.

A Soldie.s' Christian Temperance Union.

The above society was organized at the Soldiers' Home on Monday last by Mrs. M. W. Newton, after an able and convincing sermon on the evils of intemperance by Rev. Mr. Beckbam, of Asbury Methodist church. A large number of the veterans united in this Christian work to oppose the progress of strong the veterans united in this Christian work to oppose the progress of strong drink, which so frequently spreads its blighting influence among their comrades. The little knot of white ribbon, which proclaims to the world the stand that its wearer has taken in behalf of God, home, and humanity, was pinned on the lapel of each old soldier's coat as he gave his name by the members of the Woman's Christian Temperance unions present. The soldiers' work will

THIRD CHURCH'S NEW PASTOR. He Has Arrived, and Will Preach

His First Sermon Sunday. Rev. R. S. Maxwell, the new pastor of TRIP YESTERDAY ON THE CITY TUG. the Third Christian church, has arrived in the city, and will enter upon his work on Sunday next. His wife and two sons accompany him, and they are, for the present, stopping at the home of Mr. Herbert W. Ware, Twenty-seventh and M streets.

> Rev. Mr. Maxwell comes from Rockville, Md., and succeeds Rev. L. M. Omer. who, during his five years' pastorate at the Third church, did a fine work. Mr. Maxwell is an eloquent speaker, a man of fine character, and, it is believed, will prove just the man for the field to which he has been called. He is a native of Northern Ireland, and was educated for civil engineer, with an idea of entering the English service. He, however, aban doned this purpose, and, coming to this country in 1886, he determined to prepare himself for the ministry. He took a four-years' course at Crozer Theological Seminary, and entered the Wilmington Conference, Methodist Episcopal North, in which he served nine years. He ence in March last, in order to enter the ministry of the Christian Church.

ALLEGED FORGER IN COURT.

Harry Sears's Case Continued-Othe

Cases Before Justice John. Harry \ irs alias Johnson, the alleged forger, was in the Police Court yesterday morning, but at the request of his coun sel, Mr. Emmett Seaton, the hearing was continued until to-day week. In the mean time Sears goes to jail.

Henry Shepperson (colored) was up for striking Junius Flagle with a brick, but the case went over until to-morrow

Taylor (colored) spent Tuesday night at the Second station-house, and yesterday came before his Honor as a suspicious character. The hearing was continued until the 9th. The police think this is a darky who has been long want-

Welford Bryant threw stones at citizens on the street, and was fined \$2.50. Daniel Moleman was the next law breaker. He was charged with stealing fruit from A. Onesty, and was required to give security in \$100 for ten days.

## War-Revenue Law.

Correspondence in regard to provisions of Schedules A and B of the war-revenue act is still beyond the capacity of the clerical force at the office of the commissloner at Washington,

If the public would make all inquiries n regard to internal-revenue matters through the collector of the district, and if the questions presented are of a complicated nature, or have not heretofore been officially decided, then reference will be made to the commissioner at Washington. This would stop the congestion at Washington and insure prompt replies to inquiries.

To Be on Lawton's Staff.

Lieutenant John A. Harman, Sixth United States Cavalry, now a major of volunteers, is in Philadelphia seeing to the mustering out of several regiments. as a member of General Lawton's staff in the course of a few weeks. Major Har-man's mother, formerly of Staunton, is a resident of Richmond.

> The Interoceanic Canal. (Baltimore American.)

An interesting turn in the fortunes of the company formed for building a canal by the Nicaraguan route has been The Maritime Canal Company obtained from the Nicaraguan Govern-ment a concession for ten years, dating from October 10, 1889. It also got from Costa Rica a somewhat similar conc sion, which has three more years will consist of Messrs. Curtis, expires next year, this charter will, of course, have to be renewed. Now there steps in another concern. The Nicaraguan Congress, after four days' discussion, has unanimously approved an agreement made provisionally by the President of Nicaragua with two American engineers and contractors, by which they are authorized to construct an interoceanic canal. The main point is the clause declaring that the conces-sion to the Maritime Canal Company, the present corporation, will expire Oc-tober 9, 1899. This action, according to the dispatches, "was received with pro-longed cheering." The new syndicate must open communication between the Atlantic and the Pacific in three years. If the whole canal is not cut then, the connections must be completed by rail-ways. The concession is for 195 years.

What effect upon the old company the new corporation will have remains to be seen. It may be a friendly competition, or it may not be. That is to be tled. But it will in all probability bring out all the clearer the total impractica bility of the Nicaraguan scheme. truth is coming to light with each stage of the discussion. It would take many times three years to dig the canal and build the necessary harbors, and then it would be questionable if they could be used. General Abbott, one of the most reliable and distinguished of the government engineers, who began his investigations with a disposition in favor of the Nicaraguan route, after careful personal labors, comes to the careful personal labors, comes to the conclusion that it is unavailable, if not impossible, and that the only feasible route is that of Panama. He gives some wonderfully valuable information. especially showing how the difficulties of the mountain torrents, that at first seemed unconquerable, have been satis-factorily regulated by skilful engineering. This route is less than one-third the Nicaragua route, and it has good har-bors at each end. It can be constructed quickly and with less danger, and at known cost. General Abbott endorses it as the best that can be done. This is in line with the American's insistent advice, for to commit the country to the Nicaraguan folly, or to issue bonds on such a scheme, would be to throw hun-dreds of millions of dollars away without result or return.

> Sounds Well, But Won't Do. (Charlotte (N. C.) Observer.)

In an interview published in the Washington Post of last Saturday between a Russell, this passage occurs: "What is the percentage of the colored

vote in the State?" "There are seventy white voters for every thirty colored voters. I only quote these figures to show how unfounded are the claims that the State is in danger of negro domination. There seems to be an impression that in North Carolina the negroes are greater numerically than the whites, as is the case, for instance, in some sections of Mississippi. This is not

It looks very well on its face, and is very well calculated, as it is intended, to fool outsiders. It is true that there are about three white people to one negro in North Carolina, taking the State over; but it needs to be borne in mind that there is a very unequal distribution of the colored poulation, which is massed in the eastern counties, while in some of the western counties the negroes are hardly a handful. In about twenty of the eastern counties the negroes are a ma-jority of the population, and it is no comfort to the white people of those counties to be told that in some other counties of the State there are next to no negroes at all. It is in these eastern counties that negro domination is present and no amount of sophistry can negative the cold facts of the case.

be aided in all possible ways by the members of the woman's organization, to which it will be auxiliary.

WEST VIRGINIA FURNISHES ALL THAT COULD BE DESIRED.

DEMOCRATIC VICTORY PROBABLE.

The Democrats Will Certainly Gain

Two Congressmen, and Will Elect

a United States Senator-Republicans Concede a Great Deal.

The unusually dull campaign in Virginia this fall does not find a counterpart in that which is now in progress across the line in either North Carolina or West Virginia.

Very much has been written about the exciting features of the North Carolina campaign, where white supremacy is threatened, but while little has been said about it, it seems that the negroes in West Virginia are taking a hand in the campaign to fully as much purpose as in North Carolina.

Mr. W. P. Johnson, recently of the Charleston Gazette, was in the city a short time on his way to Newport News, whither he goes to assume the position of city editor of the Press, and says the campaign is one of the hardest fought recently seen in the Mountain State, where politics grow hotter than almost

anywhere else. "The campaign is most exciting, and in many respects peculiar," said Mr. John-son. "Republicans and Democrats are fully aroused, and are doing some of the hardest political work you ever saw. Of course, it is difficult to predict the result where both sides are working so

SITUATION IN DETAIL.

"The Republicans now have the congressman in each of the four districts of the State. They claim now they will carry three districts, conceding the Third to the Democrats. I think the Democrats will elect Judge Johnson in the Third. He is a fine man, and is making a fine canvass, but the man belging him most is his opponent, William Seymour Edwards, of Charleston, who has been making a great many speeches and win-ning votes for Judge Johnson wherever

"The Democrats will carry the Fourth District. The candidate there is ex-Mayor George I. Neal, of Huntington, and he will be elected by a big majority. He was the youngest Mayor in the State when elected, but he made one of the when elected, but he made one of the best. He is still quite young to be a congressman, but is bright as a dollar, and is hustling in a manner that is some-thing of a revelation even to West Virginia politicians. If you knew as much about them as I do you would understand

what that means.
"I am not sure the Democrats will carry the Second District," continued Mr. Johnson. "Hon. John T. McGraw is the Democratic candidate there, and is making an aggressive fight against Alston making an aggressive light of the G. Dayton, who is serving his second term in Congress, having first defeated William L. Wilson in 1894. There are said to be certain influences at work against Mr. McGraw which, if it be true, will probably defeat him. If the report is not true, he will be elected.

"In the First District the indications are that the victory is anybody's, with probably the chances slightly in favor of

the Republican. FIGHT FOR THE SENATORSHIPS.

"It is probable," resumed Mr. John-son, "that the interest in the election of the members of the Legislature is greater than in the Federal election, as Legislature is to elect a United States Senator to succeed Senator Faulkner. The Republican State chairman, Hon. W. M. O. Dawson, Secretary of State, concedes the House of Delegates to the Democrats by a majority of six. With the eleven Republican holdover senators he claims they will have majority enough in that body to give the Republicans a majority of four on joint ballot. Dawson claimed that much some days ago. He is claiming less every day. You can see that when he claims so little the prospect of his getting but little is good.

prospect of his getting but little is good, and it is also apparent that if he claims very little he will get less.
"It is my opinion that the Democrats will carry the Legislature. Former good Republicans are working for Democratic success. The negroes are doing a great deal to defeat their former allies. is no gammon about their desertion of their party. They are sincere, and will vote the Democratic ticket. I heard one of their speakers say the other day that the experience of the negro was like that of the farmer who did half the work, but whose partner got all the crop. This has been the case for thirty years, and, has been the case for thirty years, and, as he expressed it, 'de niggers am now gwine to give em a dose.' These negroes who are going to vote the Democratic ticket do not profess to be converted, and that they are henceforth going to vote against the Republican party; they say they simply want to teach their old allies a lesson. I think they will do so.

SENATORIAL CANDIDATES. "I think Judge Goff will be the candidate for the Senate if the Legislature should unexpectedly go Republican. Governor George Wesley Atkinson is a can-didate, and Mr. Napoleon Bonaparte Scott, United States Internal-Revenue Collector, is one also. Each has had an immense amount of patronage at his disposal, and each has used it to the best possible advantage. Governor Atkinson has made his appointments of officers of the two volunteer regiments from West Virginia do him all the good they could. Judge Goff, however, is the brainest man in his party in West Virginia, and the most popular. I think he would be the candidate. Governor Atkinson, however, is a very strong candidate, and his spotless private life has made him thousands

of supporters.

"The Democrats would probably nominate ex-Senator Henry G. Davis, though General C. C. Watts, candidate for Governor in 1896, is an aspirant, and will have very influential support. I think Mr. McGraw will not be a condition. Mr. McGraw will not be a candidate un-

"Now, mark my prediction," concluded Mr. Johnson; "the Democrats will elect certainly two, probably three, possibly four, congressmen. They will have a small majority in the Legislature on joint ballot, and the United States Senator elected in West Virginia this winter will be a Democrat."

Property Transfers.

Richmond: Julius Straus and wife to c. C. Jenkins, 195-6 feet on west side of t. Paul street, 715-6 feet north of Coutts, \$200.

R. A. Throckmorton and wife to John F. Carter, 30 feet north side of Nicholson street, 416 7-12 feet west of Williamsburg wenue, \$195. Mary A. and Andrew B. Wiseman to

John F. Howell, 20 feet on east side of Cherry street, 120 feet north of Cumber Henrico: Roberta and John Robinson to Allen Goodman, 10 feet on east side of Pine street, 90 feet south of Bacon, \$70.

No Court on Election-Day. On account of election-day, Judge Blackstone will postpone New Kent Cir-cuit Court until Wednesday, November

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Cart H. Thickers

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S. ULLMAN'S SON'S GROCERY BARGAINS.

Headquarters for Low Prices. BALANCE OF THE WHITTLE, SYD-

we Hominy and Grits, per pound.

Small Best Kingan's Hams, pound.

We are Jelling a 40c. Mixed Tea for
5-pound Pall Preserves.

Large cans Bartlett Pears.

1-pound Brick Boneless Codish.

New Figs, per pound.

or, 4 pounds for.

New Crop New Orleans Molasses,
per gallon

Virginia Comb Honey, per pound.

Elk Toilet Soan 5c. cakes, only.

Elk Toilet Soap, 5c. cakes, only.....
Kirk's American Family Soap, 2
bars for
2 bars Kitchen Soap, for cleaning..
New Boneless Codfish, per pound..
Rough-Rider Toilet Soap, large

Genuine Imported Macaroni and Spaghetti, only 2 Black Ename! Polish for Try our Snow-Flake Patent Family Flour, it's fine, per barrel. 4 or, per bag Large Irish Potatoes, per peck. New Cranberries, per quart. Potted Ham or Tongue, per can. Quart-cans Maple Syrup Wooden Wash-Boacds, this week. Fresh Soda Crackers, per pound. New Canned Corn New Sour Kraut, per quart. New Tomatoes, per can Large cans

Large cans Silver King Minnesots Patent Fami-

blver king Minhesots Fatest Samily Flour, per barrel or, per bag Large boxes Mustard Sardines..... Dairy Sait, per bag... Large bottles Extract of Vanilla Large Bottles Ammonia, bottle..... S. ULLMAN'S SON,

1820 AND 1822 EAST MAIN STREET,
Up-Town Store, 506 east Marshail.
Both 'phones at both stores.
It will pay you to call for or write for
one of our complete price-lists. It's a
regular money-saver.
(no 31-Sa,Tu&Th)

## TRADE ON E MINUTE COUCH CURE

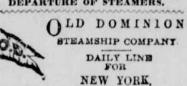
cures quickly. That is what it was made for. Prompt, safe, sure, quick relief, quick cure. Pleasant to take. Children like it and adults like it. Mothers buy it for their children.

Prepared by E. C. DeWitt & Co., makers of De Witt's Little Early Risers, the famous little oils

SUTHERLAND SISTERS' HAIR GROWER AND
SCALP CLEANER
are the only preparations that will restore
the hair to its or sinal healthy condition.
AT ALL DRUGGISTS'.

(se27-d1y)

DEPARTURE OF STEAMERS.



Passengers can leave Richmond daily except Tuesday (Tuesday freight only) via Chesapeake and Ohio railway at 9 A. M. or Richmond and Petersburg railroad (Norfolk and Western route) 9 A. M., connecting at Norfolk with Old/Dominion Line steamer sailing same everbing at 6 o'clock for New York.

ALL-WATER ROUTE.

Steamship Richmond leaves Richmond every Monday at 5 P. M. for New York via James rive!

Tickets on sals, at Richmond Transfer Company's, 903 east Main street; Chesapeake and Ohio railway, and Richmond and Petersburg railroad depois, and at company's office, 1212 east Main street, Richmond. Baggage checked through.

FREIGHT

for New York and all points beyond can be shipped by direct steamer sailing from Richmond every MONDAY at 5 P. M.; aiso, by steamer leaving Richmond every WEDNESDAY AND SATURDAY at 5 P. M. for Norfolk, connecting with steamer for New York.

Manifest closed one hour before sailing time.

Freight received and forwarded, and

Manifest closed one nour before saling time.

Freight received and forwarded, and arough bills of lading issued for all northern, eastern, and foreign ports.

FROM NEW YORK.

Passengers can leave daily, except Sunday, at 3 P. M. (Saturday 4 P. M.) to Norfolk or Old Point Comfort, connecting with Norfolk and Western railroad or Chesapeake and Ohio railway.

Direct steamer (via James-river route) leaves every SATURDAY 2 P. M. (passengers and freight), and freight by steamers via Norfolk every MONDAY and WEDNESDAY at 3 P. M.

Sailings from company's pier, No. 26 North river, foot of Beach street.

Freight received and forwarded daily, except Sunday.

Freight received and Freight received and Freight received and Freight received and For further information apply to For further information apply to For further information apply to Formation and Freight Richmond, V Richm W. L. Guillaudeu, Vice-President and Traffic Manager, New York, oc. 21

DHILADELPHIA, RICH-MOND AND NORFOLK

STEAMSHIP COMPANY.

Appointed sailing days: Every TUES-DAY, FRIDAY, and SUNDAY at day-Freight received daily until 5 P. M.
Frae (including meals and berth), 36 on
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VIRGINIA NAVIGATION



JAMES RIVER DAY LINE .

Steamer POCAHONTAN LEAVE MONDAY, WEDNESDAY, and FRIDAY at 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Claremont, and Jamesriver landings, and connecting at Old Point and Norfolk for Washington, Baltimore, and the North.

State-rooms reserved for the night at moderate prices.
Electric-cars direct to the wharf. Fare, only \$1.50 and \$1 to Norfolk, Music by Grand Orchestrion.
Freight received for above-named places and all points in Eastern Virginia and North Carolina. IRVIN WEISIGER,
General Manager.

A. H. Drewry, President. oc 12

AMERICAN LINE. 

RED STAR LINE. 

SOUTHERA RAILWAY.

Schedule Effective October 9, 1898. TRAINS LEAVE RICHMOND, VA. 12:10 A. M., No. II., Southern Express, daily for Atlanta, Augusta, and points South Sleeper Richmond to Danville, Greenshoro', Sailsbury, Charlotte, Columbia, and Augusta. Sleeper open at 9:50 P. M. Stops at all stations between Richmond and Danville to take on and let off passengers.

all stations between Riemmond and Danville to take on and let off passengers.

Connects at Danville, Salisbury, and Charlotte with the Washington and Southwestern Limited (No. 37), carrying sleepers New York to Asheville, Hot Springs, Chattanooga, and Nasnville; New York to Memphis, New York to New Orleans, New York to Tamua, and first-class day coach between Washington and Memphis. Connections are made for all points in Texas and California, Sleeper open for occupancy at 9:30 P. M.

12:01 P. M. No. 7, colid train daily for Charlotte, N. C., connects at Moseley with Farmville and Powhatan railroad. At Keysville for Clarksville. Oxford, Henderson, and Durham, and at Greensboro' for Durham, Raleigh, and Winston-Salem; at Danville with No. 35. United States fast mail, soild train, daily for New Orleans and points South, which carries sleepers New York to New Orleans, and New York to Jacksonville. Through Sleeper Salisbury to Memphis; also, Pullman tourist sleeper every Wednesday Washington to San Francisco, without change.

Washington to San Francisco, without change. 6:00 P. M. No. 17. local, daily except Sunday, for Keysville and inter-TRAINS ARRIVE AT RICHMOND.

6:25 P. M.) From Atlanta, Augusta, Asheville.

8:40 A. M., from Keysville and local stations.

LOCAL FREIGHT TRAINS.

Nos. 61 and 52, between Manchester and

YORK-RIVER LINE VIA WEST POINT, THE FAVORITE ROUTE NORTH,

LEAVE RICHMOND. P. M., No. 16, Bautimore Limited, daily except Sundays, for West Point, there making close connec-tion on Mondays, Wednesdays, and Fridays with steamer for Balti-more; also, with stage at Lester Manor for Walkerton and Tappa-

Manor for Walkerton and Tappahannock on Tuesdays, Thursday,
and Saturdays.

2:30 P. M., No. 10, local express, Mondays, Wednesdays, and Fridays
for West Point and intermediate
stations. Connects with stage at
Lester Manor for Walkerton and
Tappahannock; also, at West Point
with steamer for Baltimore. Stops
at all stations.

5:00 A. M., No. 46, local mixed. Leaves
daily except Sunday from VirginiaStreet Station for West-Point and
intermediate stations, connecting
with stage at Lester Manor for
Walkerton and Tappahannock.

TRAINS ARRIVE AT RICHMOND.

TRAINS ARRIVE AT RICHMOND. 9:17 A. M., daily. 10:40 A. M., Wednesdays and Fridays

only.
7:05 P. M., daily except Sunday, from West Point and intermediate sta-Steamers leave West Point at 6 P. M. Mondays, Wednesdays, and Fridays, and Baltimore at 5 P. M. Tuesdays, Thursdays, and Saturdays.

Ticket office at station, foot of Virginia street. Open from 9 A. M. to 6 P. M., and from 9:30 P. M. to 12 A. M. City ticket office, 903 east Main street.

J. M. CULP.

Traffic Manager. Gen. Pass. Agent.
F. S. GANNON, Third Vice-President and General Manager, Washington, D. C. tions.

General Manager, Washington, D. C. C. W. WESTBURY, Trav. Pass. Agent, 920 east Main street, Richmond, Va. (oc 12)



TRAINS LEAVE RICHMOND, BROAD-

STREET STATION.

9:00 A. M., Daily, with Parlor car, for Norfolk, Portsmouth, Old Pr'nt, Newport News, and p; acipal stations. Conrects at Norfolk with New York steamers, except Sunday, Wrok Steamers, except Sunday, STREET STATION.

rects at Norfolt with New York steamers, except Sunday.

3:45 P. M., Daily, with Pullman for local station, Newport News, Old Point, Norfolk, and Portsmorth, Connects at Old Point wil Washington steamers daily, and with Baltimore steamers, except Sunday.

10:20 A. M., Day Express, except Sunday, for Clifton Forge, Connects at Gordonsville for Orange, Cuipeper, Calverton, Manassas, Alexandria, and Washington; at Union Station, Charlottesville, for Lynchburg; at Basic for Hagerstown.

2:15 P. M., Daily, with Pullmans, to Cincinnati, Louisville, and St. Louis, connecting at Covington, Va., for Hot Springs, Stops only at important stations. Meals served on dining-cars.

No. 7, Local Train, except Sunday, follows above train from Gordonsville to Staunton.

5:30 P. M., Accommodation, except Sunday, Accommodatio

5:30 P. M., Accommodation, except Sunday, for Doswell. Dally, for Cincinnati, with Fullmans to Hinton, W. Va., and Gordonsville to Cincinnati and Louisville, Meais served on dining-cars. Connects at Staunton, except Sunday, for Winchester, Va., and at Covington, Va., daily, for Hot Swrings

LEAVE EIGHTH-STREET

STATION. 10:30 A. M., Daily, for Lynchburg, Lexington, Va., and Clifton Forge. Connects, except Sunday, with Buckingham and Alberene branches, and at Clifton Forge with No. 1 for Cincinnati.

5:00 P. M., Except Sunday, for Columbia

TRAINS

TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION. S:00 A. M., macope Sunuay, from Dos

well.

8:30 A. M., Daily, from Cincinnati.

10:15 A. M., Daily, from Norfolk and Old Point.

3:30 P. M., Dally from Cincinnati and Louisville.

6:50 P. M., Dally, from Norfolk and Old Point.

7:45 P. M., Except Sunday, from Clifton Forge.

STATION. 8:40 A. M., Except Sunday, from Colum 6:20 P. M., Daily, from Lynchburg, Lexington, and Chitton Forge, and, except Sunday, from New Castle and Rosney, JOHN D. POTTS, Assistant General Passenger Agent.

TRAINS ARRIVE EIGHTH-STREET



BAILHOAD LINES.

LEAVE RICHMOND, BYRD-STREET STATION.

STATION.

9:00 A. M., RICHMOND AND NOR-FOLK VESTIBULE LIMITED Arrives Noriok 11:18
A. M. Stops only at Petersburg, Waverly, and Suffolk. Second-class tickets not accepted on this train.

9:05 A. M., THE CHICAGO EXPRESS, for Lynchburg Roanoke, Columbus, and Chicago. Pullman Sleeper Roanoke to Columbus, also, for Bristol, Knoxville, and Chattanooga. Knoxville, and Chattanooga. At Norfolk at 10:50 P. M., For Suffolk, Norfolk, and Intermediate stations, arrives at Norfolk at 10:50 P. M. Stop Lynchburg and Roanoke. Connects at Roanoke with Washington and Chattanooga Limited, Pullman Sleepers Roanoke to Memphis and New Orleans. Pullman Sleepers between Richmond and Lynchburg, and berths ready for occupancy at 9:00 P. M. Also, Pullman Sleeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily at 8:35 A. M. and 8:56 P. M.; from Norfolk and the LIMITED at 6:35 P. M.
Office: 838 Main street.

R. W. COURTNEY, District Passenger Agent.
General Office: Roanoke, Va. oc 12

P. D. Richmond Peada-

Schedule in Effect May 15, 1898. LEAVE BYRD-STREET STATION.

FREDERICKSB'G ACCOMMODATION,

ATLANTIC-COAST C. L.

Schedule in Effect June 19, 1898.

TRAINS LEAVE RICHMOND-UNION DEPOT.

7.85 A. M., Sunday accommodation arrives Petersburg 3:32, makes all stops Richmon. and Petersburg railroad.

9:00 A. M., Daily. Arrives Petersburg. 9:31 A. M., Norfolk 11:25 A. M. Stops only at Petersburg. Waverly, and Suffolk. Va.

9:05 A. M., Daily. Arrives Petersburg. Vaverly, and Suffolk. Va.

9:05 A. M., Weldon 11:45 A. M., Fayetteville 4:15 P. M., Charleston 10:29 P. M., Savannah 12:30 A. M., Port Tampa 6:20 P. M. Connects at Wilson with No. 47, arriving Goldsboro 2:19 P. M. Wilmington 5:45 P. M. Pullman Sleeper New York to Jacksonville

2:55 P. M., Daily. 10:cal. Arrives Petersburg sil stops.

4:40 P. M., Sunday accommodation. Arrives Petersburg 3:42 P. M. Makes all stops Richmond and Petersburg failroad.

5:30 P. M., Daily. Arrives Petersburg 6:22 P. M. Makes all stops Richmond and Petersburg railroad.

7:30 P. M., Daily. Arrives Petersburg. 6:22 P. M. Makes all local stops Richmond and Petersburg railroad.

7:30 P. M., Daily. Arrives Petersburg. 6:22 P. M. Makes all local stops Richmond and Petersburg railroad.

7:30 P. M., Daily. Arrives Petersburg. 6:22 P. M. Makes all local stops Richmond and Petersburg railroad.

7:30 P. M., Daily. Arrives Petersburg. 6:22 P. M., Connects with Norfolk and intermediate points, Emporia 9:10 (connects with A. and D. for stations between Empoyla and Lawrenceville). Weldon 9:42 P. M., Fayetteville 1:97. A. M. Charleston 6:02 A. M., Savannah 8:06 A. M., Jacksonville 1 P. M., Port Tampa 9:45 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Alken 7:28 A. M., Augusta 8:10 A. M., Macon 11 A. M., Atlanta 12:15 P. M. Pullman Rieepers New York to Wilmington, Jacksonville, Port Tampa, Alken, Augusta, and Macon.

8:56 P. M., Daily. Arrives Petersburg. 9:31 P. M., Weldon 11:29 P. M. Makes local stops bet

Macon.
Daily. Arrives Petersburg
9:31 P. M., Weldon 11:29 P.
M. Makes local stops be-tween Petersburg and Wel-

4:00 A. M., Dany, ...... Jacksonville, Sa-yannah, Charleston, Atlanta, Macon, Augusta, and all points South.

points South.

S:15 A. M. Dally, except Sunday, Atlanta Athens, Raleigh, Henderson, Lynchburg, and the West.

S:37 A. M. Dally. Petersburg local.

S:00 A. M. Athens, Raleigh, Henderson, Lynchburg, and the West.

11:05 A. M. Petersburg.

Lynchburg, and the West.

11:05 A. M. Petersburg.

Orders for printing sent to he Dis nach Company will be given prompt atntion, and the style of work and prices

R., F. & P. Richmond, Prede-

4:10 A. M., Daily, for Washington and points North, Stops only at Milford and Fredericksburs. Pullman Sleepers to New

Milford and Fredericksburg.
Pullman Sicepers to New
York.

8:20 A. M., Sunday only, for Washington and points north. Stops
at Elba, Glen Allen, Ashland, Taylorsville, Doswell,
Ruther Glen, Penola, Milford, Woodslane, Gulnea,
Summit, Fredericksburg,
Brooke, and Widewater,
Pullman car.

8:45 A. M., Daily, except Sunday, for
Washington and points
North. Stops at Elba, Ashland, Taylorsville, Doswell,
Ruther Glen, Penola, Milford, Woodslane, Gulnea,
Summit, Fredericksburg,
Brooke, and Widewater
Pullman car.

12:00 M., Daily, except Sunday, for
Washington and points
North. Stops at Elba, Glen
Allen, Ashland, Doswell,
Milford, Fredericksburg,
Brooke, and Widewater
Parlor car. Also, connects
with Congressional Limited
at Washington.

7:12 P. M., Daily, for Washington and
points North. Stops at Elba,
Ashland, Doswell,
Milford,
Fredericksburg, Brooke, and
Widewater, and other stations Sundays, Sleeper Richmond to New York.

ARRIVE BYRD-STREET STATION.

ARRIVE BYRD-STREET STATION.

8:40 A. M., Daily. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashiand, and Elba, and other stations Sundays. Sleeper New York to Richmond.

2:45 P. M., Daily, except Sunday, Stops at Widewater, Brooke, Fredericksburg, Summitt, Guin'a, Woodslane, Milford, Penoia. Ruther Glen. Doswell, Taylorsville, Ashiand, Glen A'len, and Elba. Parlicksburg, Doswell, Ashiand, Glen A'len, and Elba. Parlicksburg. Doswell, Ashiand and Elba. Pullman cars from Piew York.

8:36 P. M., Daily, Stops at Widewater, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penoia, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen, and Elba. Side-ing.car

(Daliy except Sunday.) 4:00 P. M., Leaves Byrd-Street Station. 8:30 A. M., Arrives Byrd-Street Station.

LINE

don. Dally. Arrives Petersburg 11:40 P. M., Dally. Arrives Petersburg 5:15 A. M., Roanoke 7:15 A. M., Bristol 12:35 P. M. Pullman Sleeper Richmond to Lynch-

TRAINS ARRIVE RICK MOND.

11:05 A. M., Daily, Norfolk, Suffolk, and Petersburg.

6:4/5 P. M., Daily, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro', and all points South.

6:55 P. M., Daily, Norfolk, Suffolk, Waverly, and Petersburg.

8:56 P. M., Daily, Petersburg, Lynchburg, and the West.

10:05 A. M., Sunday accommodation.

7:20 P. M., Sunday accommodation.

will be sure to ulease you.